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At the collegium meeting, Zaporozhtsev, head of the Main Passenger Administration, called attention to the intolerable situation in the repair of passenger cars. Each year the plants fail to complete the plan for their repair.

Kurochkin, head of the Main Railroad Car Administration, noted that many defects are discovered in some cars after the cars have been repaired.

Rudoy, head of the Main Locomotive Administration, pointed out the tendency of various plants to select for repair locomotives requiring the least amount of repair. Often low-powered locomotives are repaired while powerful locomotives must wait. The quality of repair is at times unsatisfactory. In 1950, 42 poorly repaired locomotives were returned to the plants.

Deputy Minister of Transportation Mal'nevich drew attention to the fact that Shiyani in his report had passed over such important questions as the modernization of rolling stock and the manufacture of spare parts, especially for series L locomotives and all-metal cars. This important matter is not given the necessary attention either by the Main Administration of Rolling Stock Repair Plants or by the Main Administration of Material and Technical Supply. During the current year it will be necessary to increase considerably the repair of passenger cars and to change somewhat the specialization of the repair plants. At present some types of rolling stock must be sent several thousand kilometers for repair.

In conclusion, Minister of Transportation Beshchev stated that the newly created Main Administration of Rolling Stock Repair Plants has not managed to get a firm grasp on its operation. He also touched on the discrepancy between the fulfillment of norms and the fulfillment of plans, stating that in many cases the norms are exceeded while the plans for the same operations are not met. In addition, he called for a reduction in layovers of rolling stock for repairs and more control over the fulfillment of the established norms for materials expenditures.

Moscow, Gudok, 4 Mar 51

As a result of lack of care on the part of the main locomotive and railroad car administrations and the Main Administration of Rolling Stock Repair Plants, many enterprises have not been prepared to repair all-metal cars, series L locomotives, and the new diesel locomotives.

Also, standard manuals on the series IS and series L locomotives have not yet been issued.

Moscow, Trud, 23 Mar 51

Many poor quality parts come to the spare parts storehouses of the Southwestern Railroad System from the Chkalov, Poltava, L'vov, and Rostov locomotive repair plants.

PLASTER BOILER LAGGING CHEAPER, MORE EFFECTIVE -- Moscow, Gudok, 7 Feb 51

Insulation of locomotive boilers with plaster lagging has found wide utilization in railroad transport. The Yaroslavl', Izyum, and Proletarsk locomotive repair plants and also the Lyublino, Moscow-Gor'kovskaya, and Moscow I Passazhirskaya locomotive depots have worked successfully on the study and adaptation of this method. During the past 2 years about 16,000 locomotive boilers have been insulated by the method.

The disadvantages of the old method of using slab insulation are as follows:

- 2 -

S-E-C-R-E-T**SECRET**

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The sections or slabs were manufactured in a special plant, and the process of manufacture was rather complicated. The mixing of the components (silicates of diatomite and lime), forming and treatment in autoclaves under pressure, etc., required much time and expense. To install the sections it was necessary to remove the boiler sheathing and install a metal framework with lagging angles, and, in addition, the sections had to be tied in with wire. To install the slab-type lagging in a series FD locomotive it is necessary to dismount metal fittings amounting to 1,500 parts, and, in addition, to reinforce up to 1,000 sections with special lagging cement.

Like the slab lagging, the plaster lagging is based on the formation of hydrosilicate of calcium. However, the plaster, made up of the silicate in a mixture of asbestos, diatomite, and lime, is laid directly on the surface being insulated, between the boiler and the sheathing. The sheathing does not have to be removed to put on the plaster, and a depot can insulate one boiler in 8-10 hours, during washing repair. Calculations show that about one million man-days have been saved by using plaster lagging.

The simplicity of the new method and its mechanization have permitted a considerable reduction in the cost of the operation. Locomotive repair plants report that the insulation of one boiler with sectional lagging costs 4,384 rubles 39 kopecks, while the plaster lagging method costs only 594 rubles. The economic effect of this saving can be seen in the fact that on the operations already carried out 59.6 million rubles have been saved. And, what is most important, the insulation of 16,000 locomotive boilers with plaster lagging permits a saving of about 2 million tons of coal, worth more than 200 million rubles, per year, because of the plaster lagging's better performance.

The use of plaster lagging during the past 2 years has shown its value. However, only the "Sormovo" Locomotive Building Plant is using the method. The Voroshilovgrad Plant still uses the old method, spending 6,514 rubles on the insulation of each boiler.

Work is being done on the use of plaster lagging for insulating passenger cars and refrigerator cars.

#### LIANOZOVO CAR BUILDING PLANT REPORTS LOSS -- Moscow, Izvestiya, 27 Mar 51

In 1950 the Lianozovo Railroad Car Building Plant sustained a loss of 3.5 million rubles through poor organization of production and exceeding the planned cost of production.

#### FOUR TYPES OF ALL-METAL CARS PRODUCED -- Riga, Sovetskaya Latvija, 21 Mar 51

Enterprises of the Ministry of Transport Machine Building have mastered the production of four types of all-metal cars. The Leningrad Plant imeni Yegorov is manufacturing soft-seated, compartmented passenger cars and all-metal mail cars, and the Lianozovo Plant is making hard-seated, noncompartmented passenger cars and baggage cars.

The all-metal car is a single welded unit consisting of underframe, sides, ends, and roof. Each car is equipped with its own independent power plant and ventilating system.

#### TE-2 DIESELS GO INTO SERVICE -- Moscow, Fizika v Shkole, No.2, 1951

The TE-2 diesel locomotive has begun to operate on the railroads. The locomotive consists of two units, each of which can be operated separately. Automatic equipment includes safety regulator for downgrades to keep the engine rpm within the limit, automatic lubrication system, wheel slip indicator, and maximum current regulator.

- 3 -

S-E-C-R-E-T**SECRET**

**SECRET**

S-E-C-R-E-T

50X1-HUM

LOCOMOTIVE DESIGNER DIES -- Moscow, Izvestiya, 6 Mar 51

Sergey Petrovich Syromyatnikov, 1943 Stalin Prize Laureate and expert in the field of locomotive heat engineering, died on 4 March 1951.

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- 4 -

S-E-C-R-E-T

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